

SR 7 Extension Project Update

ETDM# 8127 (FM# 229664-2)

FM No. 229664-6,7

SR 7 from SR 704 (Okeechobee Boulevard)
to CR 809A (Northlake Boulevard)
Palm Beach County, Florida

Agency Coordination Meeting

September 2020



Agenda

- **Introductions**
- **Project Location**
- **Project Description**
- **Project History**
 - PD&E Study
 - 2015 Design
 - 2018 Construction Ready
 - 2020 Design Modifications
- **Project Commitments**
 - Wetlands
 - Listed Species
- **Discussion**





Agenda

Introductions

EPA

ACOE

NMFS

USFWS

SFWMD

FDOT/District 4 Team





Project Location

District 4 (Southeast Florida)



Broward
Indian River
Martin
Palm Beach
St. Lucie

District Four Secretary
Gerry O'Reilly

Telephone Directory

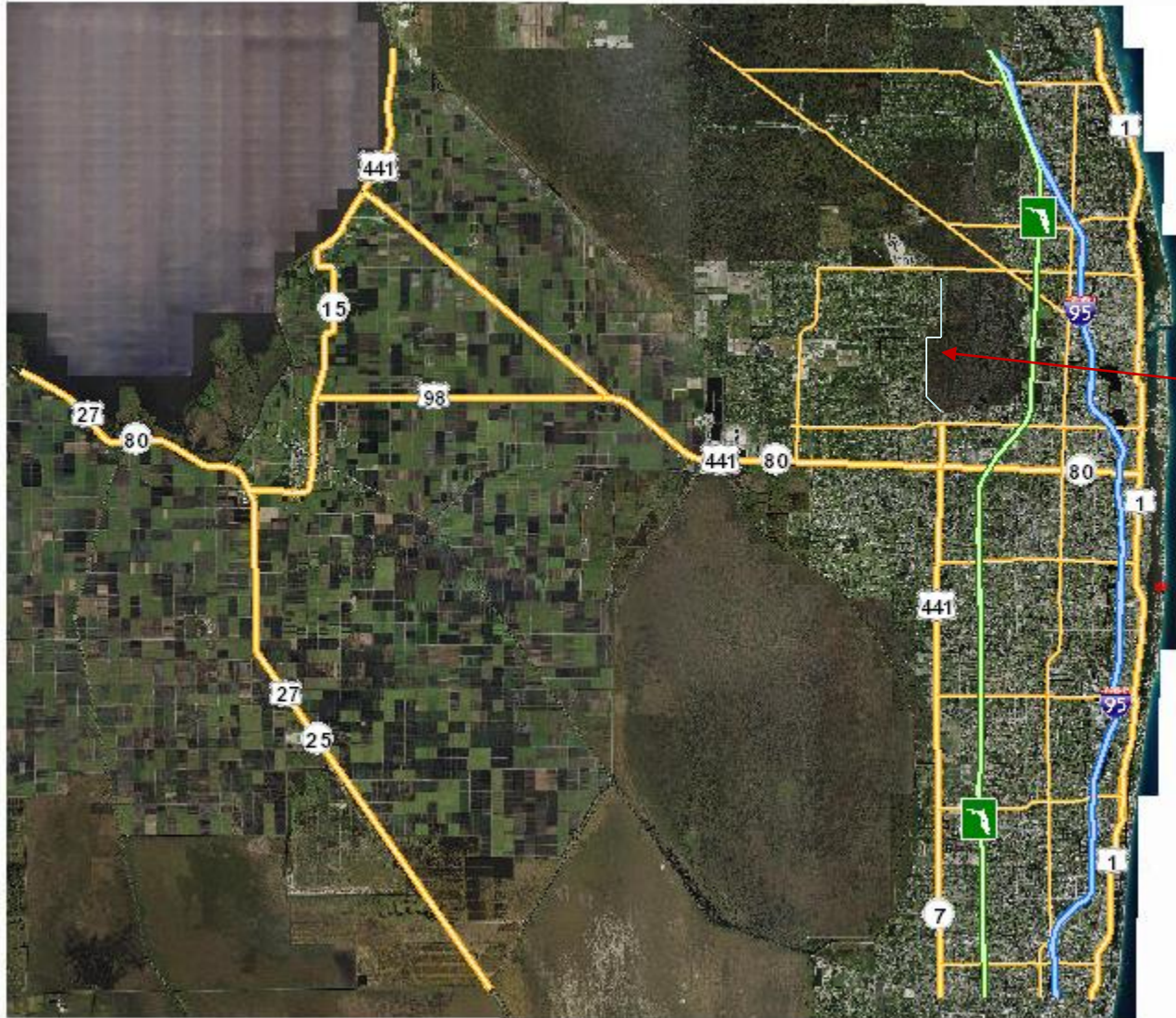
Main Office
3400 West Commercial
Boulevard
Fort Lauderdale, Florida
33309
(866) 336-8435

Broward, Palm Beach, Martin, St. Lucie and Indian River counties make up District 4's 5,000 square miles. With 3,615,400 residents. Vehicles in District 4 travel more than 52.4 million miles daily. District Four is served by 90 airports, three deep-water ports, and two railroads. FDOT provides assistance to Tri-Rail (a commuter rail service), to Gold Coast Commuter Services (a commuter assistance program) and to two major transit authorities (Broward County Transit and Palm Tran) with 319 passenger vehicles.





Project Location

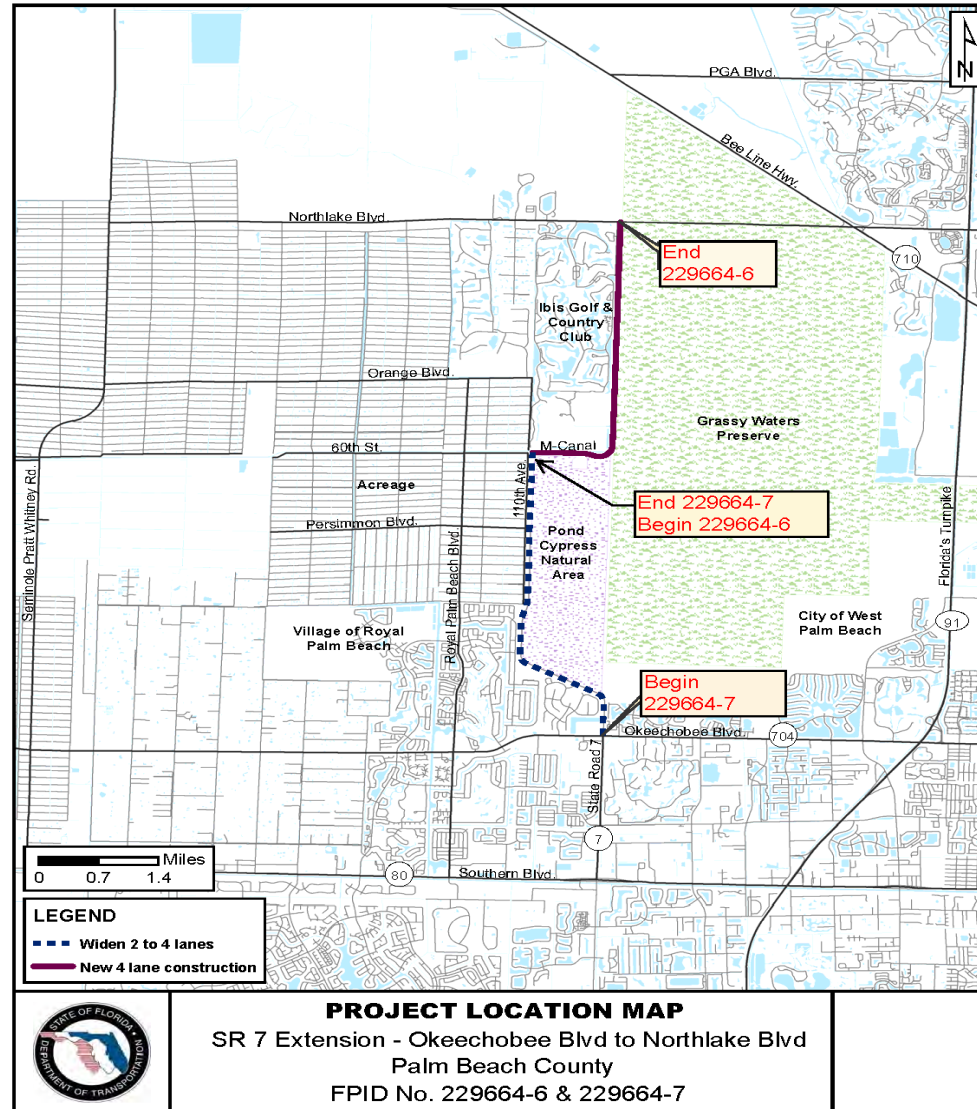


SR 7
Ext





Project Location





Project Location

SR 7 Extension looking north

M Canal



Grassy Waters Preserve

SR 7 FDOT ROW





Project Location

SR 7 Extension looking south





Project Description

2 segments –

Adding 2 travel lanes to the existing Acreage Reliever Road
(4.4 miles)

New roadway construction south of M Canal, over M Canal and north
(3.1 miles)

Add 2 travel lanes to the existing 2 lane road (1 mile)
to North Lake Blvd

ROW –

FDOT owns all Roadway ROW

Palm Beach County will own 219 acres of unused Rangeline for Snail
Kite Habitat Conservation





Project History

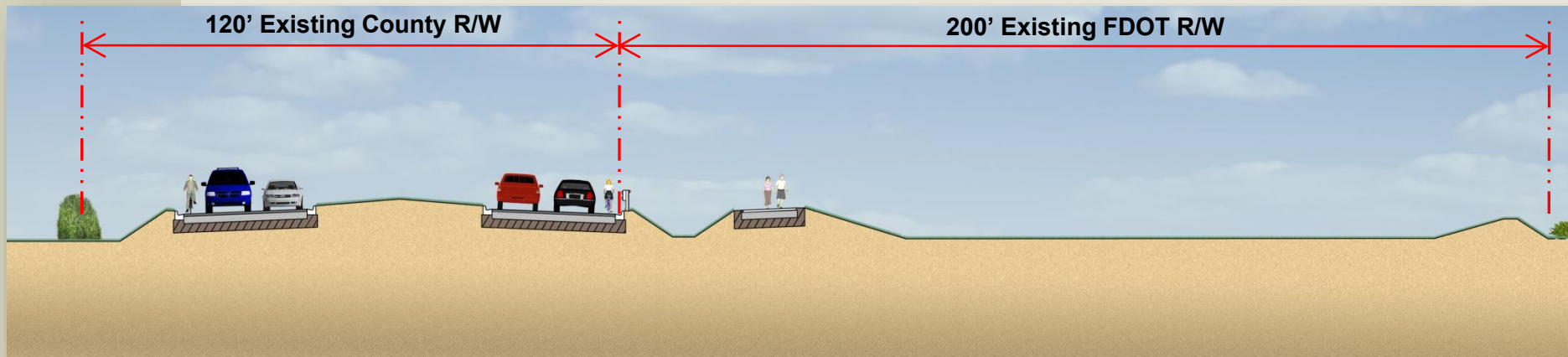
- 1940's** - Rangeline was dedicated to State Road Department (FDOT).
- 1988** – Project on the *West Palm Beach Urban Transportation Study*.
- 1989** - Identified in *Palm Beach County's First Comprehensive Plan*.
- 1993** - SR 7 Planning Study underway , including *SR 7/US 441 Designated Hurricane Evacuation Route Study*.
- 1994** - Corridor Analysis
- 1995** - *SR 7 Corridor Planning Study Alternative Alignments Report* complete
- 1996** - PD&E Study initiation for the extension of SR 7 to the Beeline Highway.
- 2000** - Palm Beach MPO suspends PD&E Study
- 2004** – Palm Beach MPO requests new PD&E study for SR 7 ext. from Okeechobee Blvd to North Lake Blvd
- 2005** – FDOT begins new PD&E study
- 2006** - Resource Agency Meeting, Corridor 3 “strikes the balance”
- 2007** – Palm Beach County begins construction of Acreage Reliever Road
- 2007** - Corridor Selection Meeting
- 2012** – Environmental Assessment Public Hearing
- 2014** – USFWS Biological Opinion of “No Jeopardy”
- 2015** – FHWA concurs with “Finding of No Significant Impact”
- 2015** - Design, ROW acquisition and permitting begin
- 2015** – EPA formally objects to proposed project through ACOE
- 2016** – SFWMD Notice of Intent to issue ERP
- 2017** – SFWMD and ACOE issue permits
- 2018- Fourth DCA Remanded for a new hearing September 2018; Permit once again became proposed agency action**



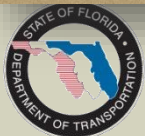
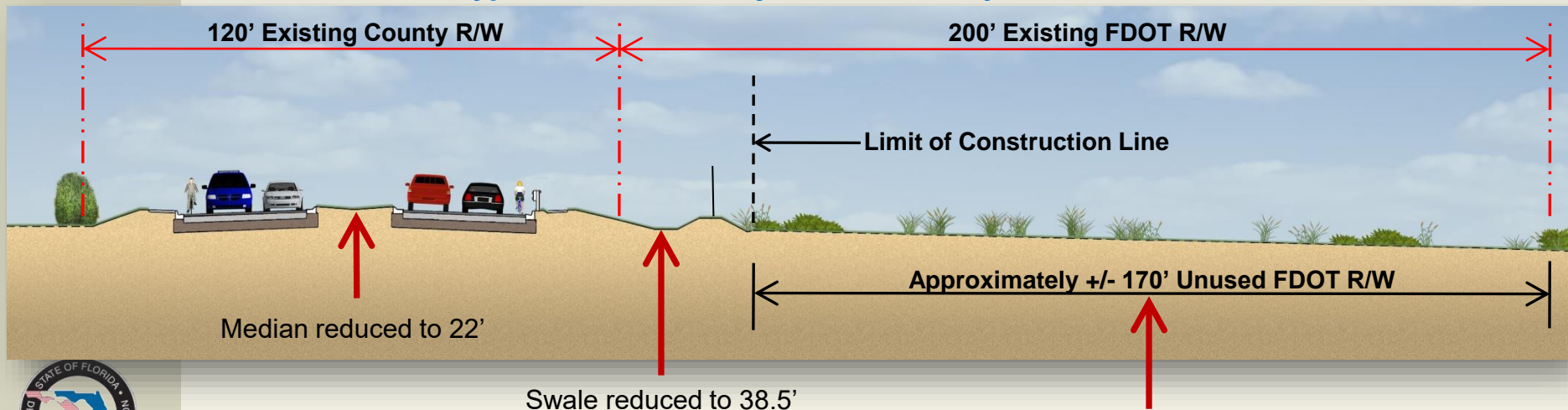


2015 PD&E - Preferred Typical Section

Original Typical Section – Adjacent to Grassy Waters Preserve



Reduced Typical Section – Adjacent to Grassy Waters Preserve

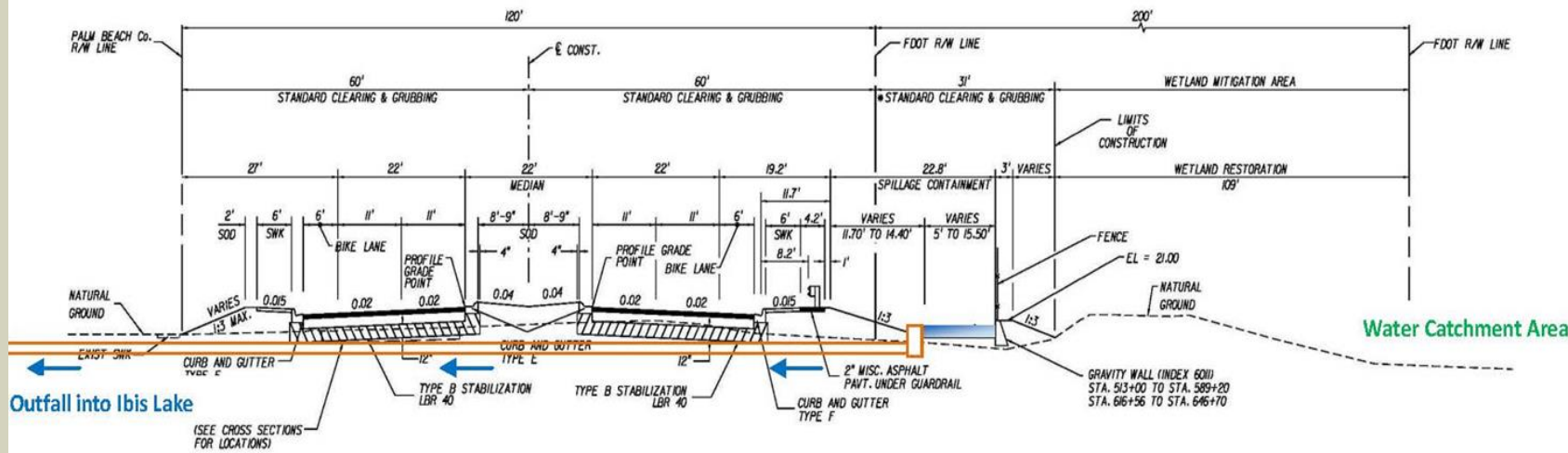
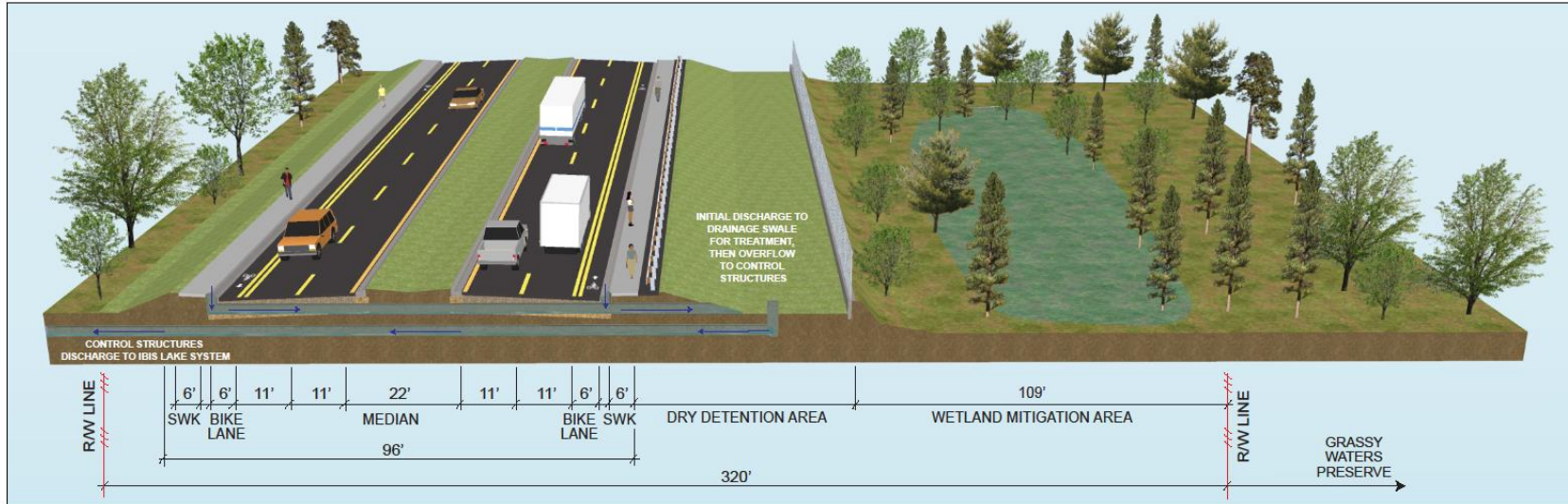


R/W = Right of Way

Approximately 54 acres of unused R/W saved
next to Grassy Waters Preserve

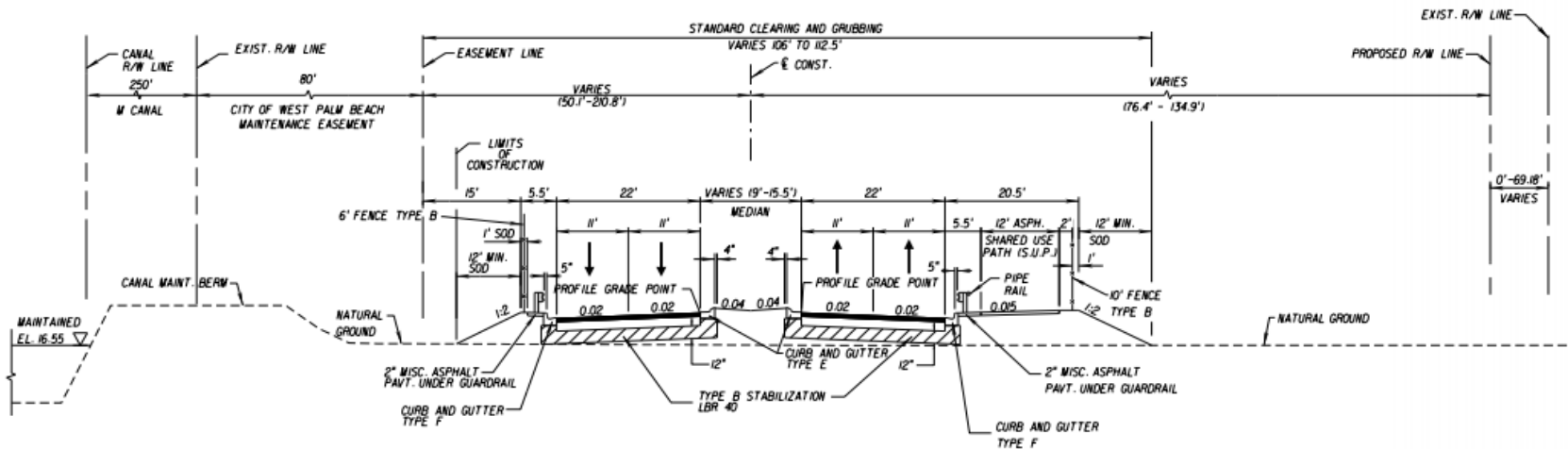
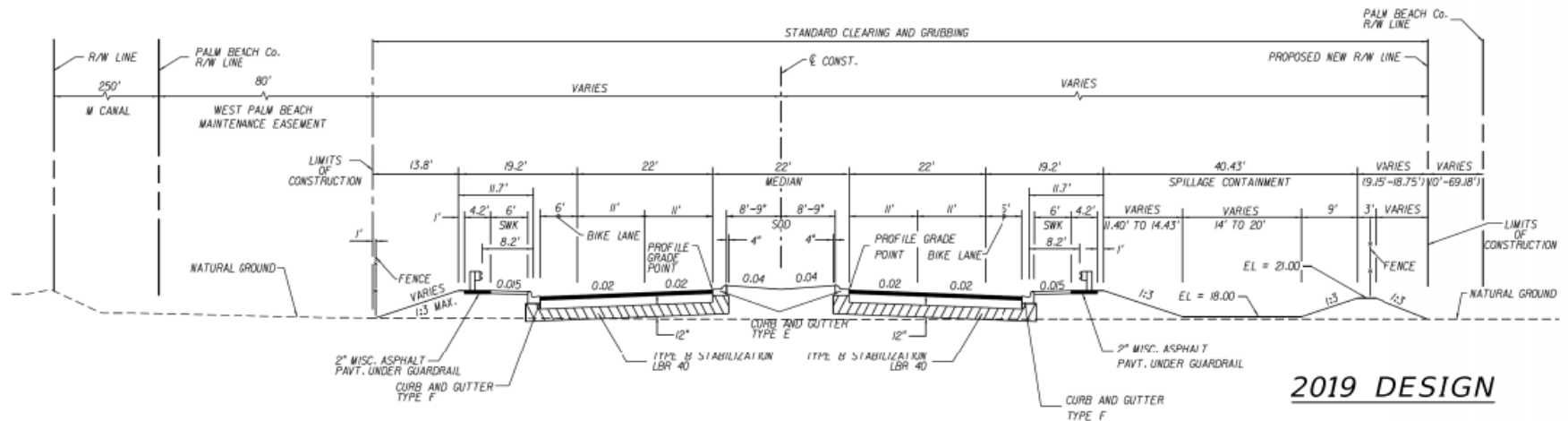


2017 Design- Permitted Typical Section



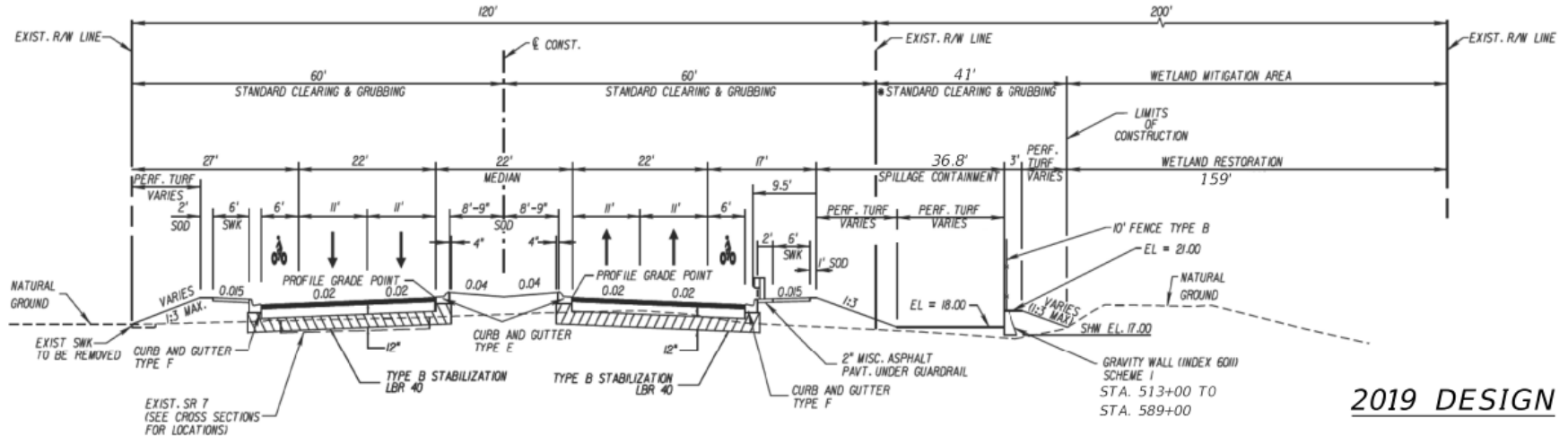


2020 Update - Typical Section, South of M Canal

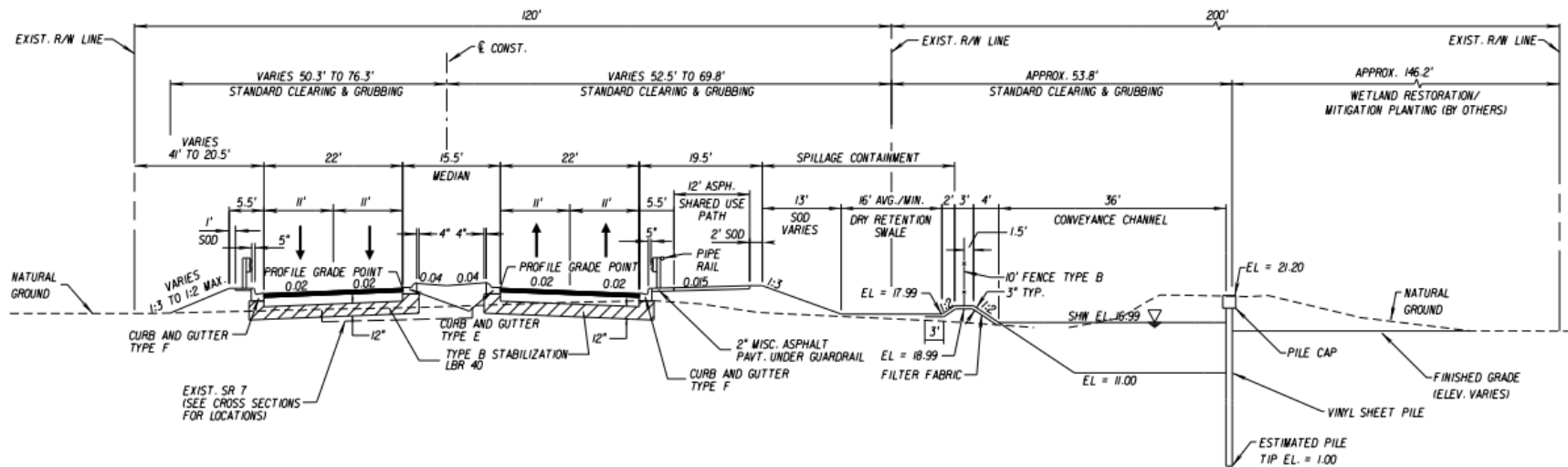


DESIGN SPEED = 45 MPH
60TH ST. NORTH TO M CANAL
(EAST ALONG M CANAL)
STA. 436+15.00 TO 477+78.00

2020 Update - Typical Section, north of M Canal



2019 DESIGN

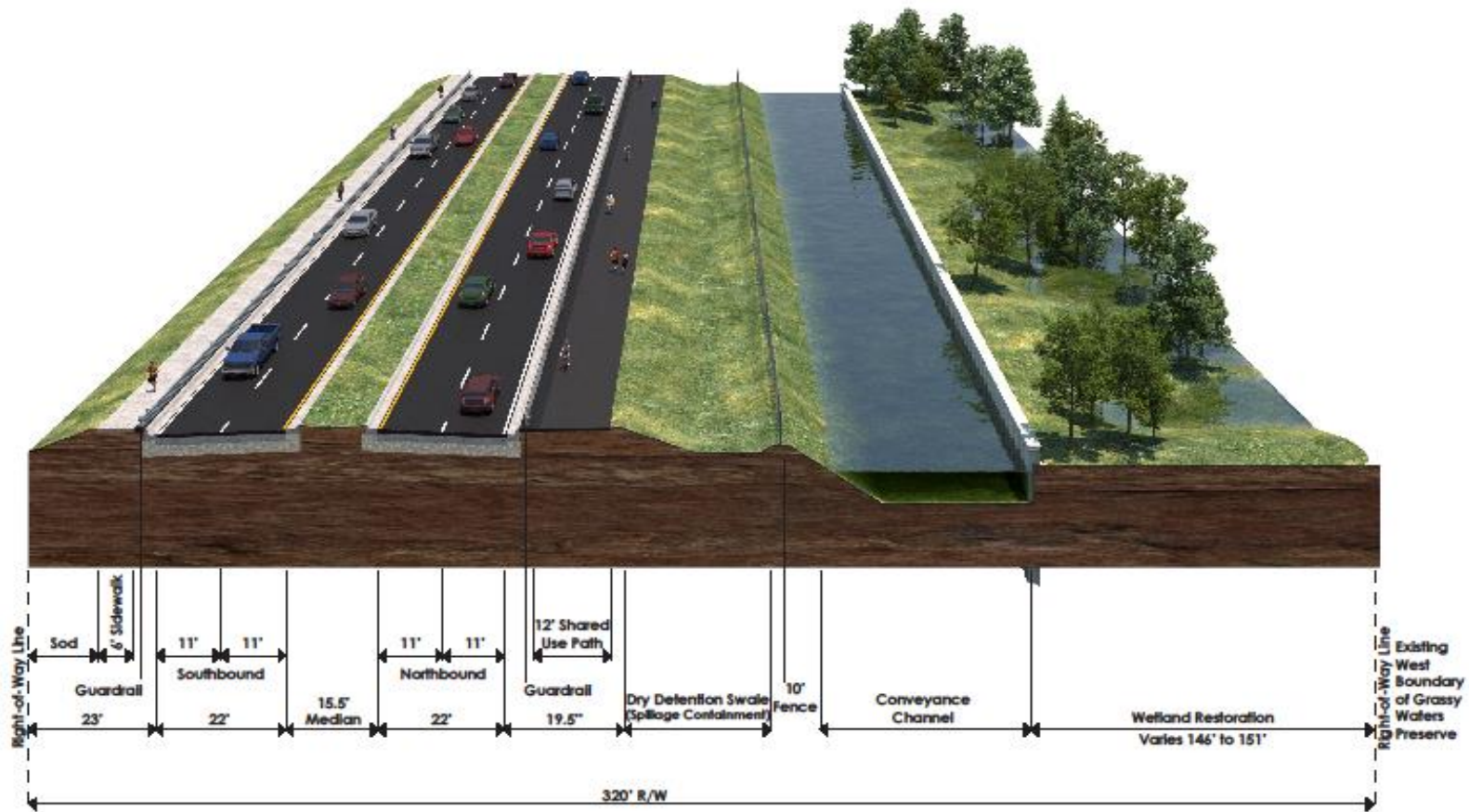


2020 DESIGN

SR-7

FROM NORTH OF THE SPILLWAY BRIDGE TO IBIS ENTRANCE
STA. 509+13.85 TO STA. 612+23

2020 Update - Typical Section, north of M Canal





2020 Design Modifications





Wetland Impacts History

October 1998

“Rangeline” wetland impacts approx. 400 acres

May 2006

Corridor Study alternative impacts approx. 124 acres

January 2012

EA preferred alternative impacts approx. 112 acres

February 2016

SFWMD/ACOE permitted impacts approx. 60 acres

September 2020

New Typical Section approx. 57 acres



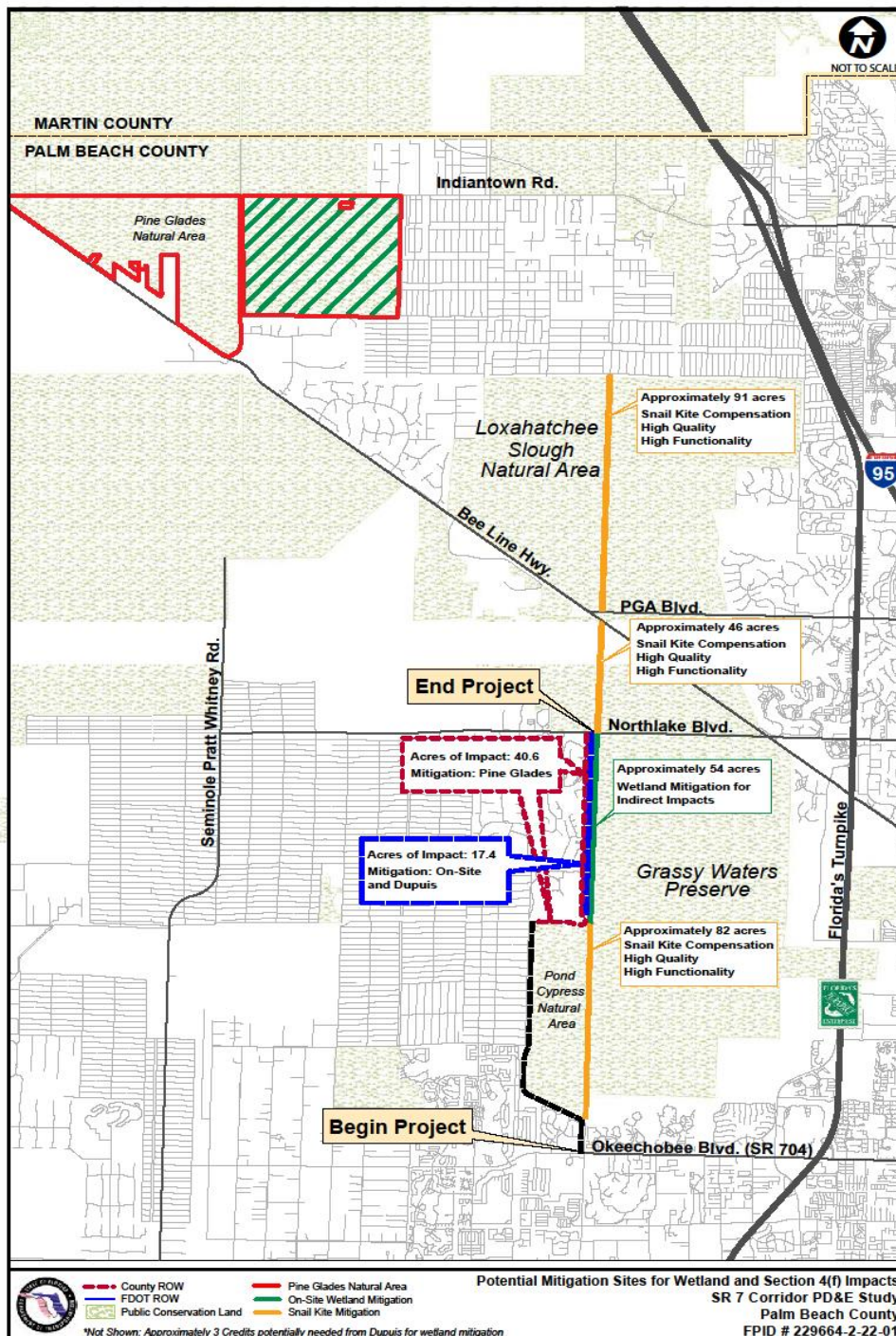


Wetland Impacts History

Table 2-1. Reduction in Direct Wetlands Impacts

Habitat Type		2016		2019		2020 (Current)	
		Acres	UMAM	Acres	UMAM	Acres	UMAM
Herbaceous	South of M Canal	9.01	7.21	9.02	7.22	6.07	4.85
	North of M Canal	10.62	7.48	8.65	6.27	11.07	8.07
Forested	South of M Canal	11.73	9.60	12.00	9.82	9.60	7.83
	North of M Canal	28.87	15.14	28.33	14.86	30.30	15.58
Total		60.23	39.43	58.00	38.17	57.04	36.33



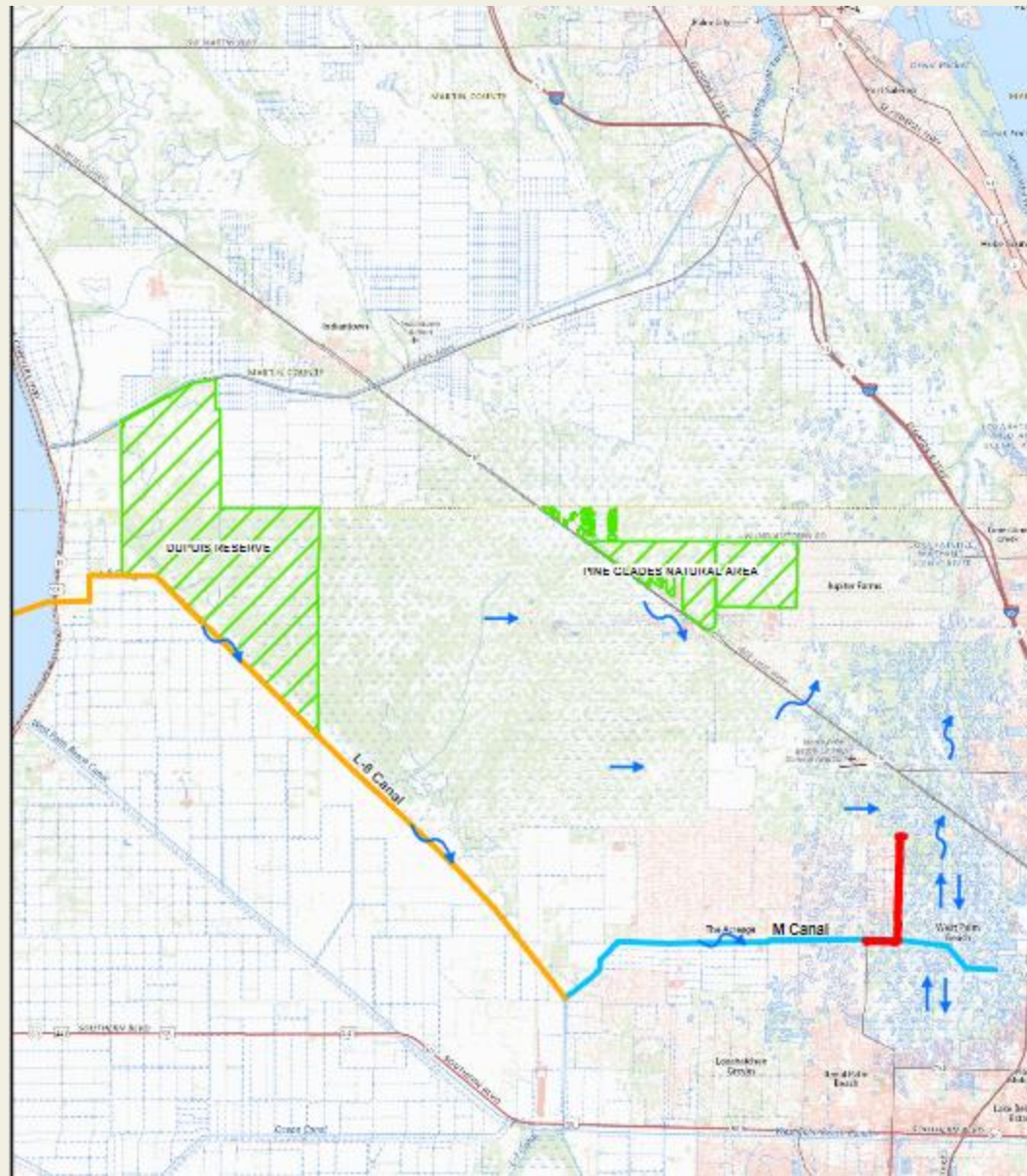


Mitigation Summary





Hydrological Connections





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- LEGEND**
- SR 7 Extension
 - Rangeline Northlake Blvd. to SR 710
 - Rangeline Okeechobee Blvd. to M-Canal
 - On-Site Mitigation Area (Rangeline M-Canal to Northlake Blvd.)
 - Rangeline PGA Blvd. to Jupiter Farms
 - Pine Glades Natural Area
- Image Source: ESRI Street Map
- 0 0.625 1.25 2.5 Miles
- N



Compensation Plan for Snail Kite

- 216 acres and \$1.5 million
- On-site restoration within FDOT Rangeline from M-Canal to Northlake Blvd (47 acres),
- Tree buffer on east side of road
- Pre-construction nesting season survey
- Nesting season surveys during construction
- Implementation of buffer zones for identified nests
- Education plan for on-site personnel
- Routine coordination with FWS

